

Today

Hating New Ideas.
Admiration Makes Courage.
The 90 and 9.

By ARTHUR BRISBANE.
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The flight across the ocean completes the physical conquest of earth by the human race. Earth, air, water, and under the water, all belong to man. He is now able to do his prospecting thoroughly. The next thing is to put his property in order, drain it, irrigate, regulate its climate. All that will keep men busy for many centuries to come, after men shall have finished murdering each other in war, robbing each other in republics, persecuting each other in the name of religion, etc.

The flying machine is the only great invention and improvement that human stupidity has not objected to in the beginning.

The steam engine and locomotive were denounced. Even as intelligent a man as Ruskin despised the railroad because he thought it hurt scenery.

Looms and all spinning machinery, like all other labor saving devices, were bitterly, ignorantly, and brutally fought by workers who thought that these machines would take away their work and lower their wages.

You who read this can remember when the prosperous class rode on bicycles with pneumatic tires, and the less prosperous scattered glass and tacks on the road to demonstrate their fitness to live in civilization. This writer, years ago, used to beseech the poorer class to allow the wealthier to develop the bicycle, inasmuch as one day the well-to-do would tire of pumping with their legs, and workmen would inherit the bicycle.

That has happened.

It was the same with the automobile—more scattering of tacks and broken glass. And it was necessary to point out that the day would come when the "white ghost," driven by Mr. Vanderbilt for excitement, would be replaced by the every-day little puffing machine, driven by Mr. Mechanic, for fresh air.

Year after year, improvements have been fought by the human race, including the printing press, and even the discovery of chloroform and other anesthetics, making possible surgical operations without pain.

The pious said that God wanted us to suffer so we had no right to interfere with His plan by taking chloroform when we had a leg cut off.

The flying machine is the one exception. It aroused no jealousy, no selfish fear on the part of the workers, not even a superstitious protest from fanatics objecting to men going up higher than the location to which the Lord originally assigned them. That is a good sign. Civilization will begin when men learn to welcome ideas, instead of fighting them.

There was great rejoicing over the lost sheep that was found wandering, more fuss made about him than about the ninety and nine. So it is with flying men that try to cross the ocean. There will be infinitely more fuss made about the plucky Hawker and his helper Grieve, who tried and failed, than about the successful man. What we admire in this world is desperate audacity; calculating, courageous efficiency comes number two.

The man that jumped into the volcano's mouth to die mysteriously; the slave that set fire to the great temple of Diana at Ephesus; the French fighter that hung on to the rope of the enemy's row boat with the stumps of his arms, after his hands had been cut off; Wolfe and Montcalm, dying in the same battle, not living to enjoy their glory; Nathan Hale and Major Andre, each standing with the rope around his neck; John Brown, hanged as a failure; Uncle Tom, whipped to death and going up to Heaven in the transfiguration scene with little Eva—these are the things we admire. It is a good thing that we do, as the admiration of others encourages men to try. How many men risk their lives courageously with no one looking on? Any woman will do it to save her child; few men are heroic without a "gallery."

Four more little people ask for freedom—the Lithuanians, Ukrainians, Letts, and Estonians.

Strong mental, physical, and moral qualities are in those four words.

The Lithuanians, Ukrainians, Letts, and Estonians at home would enter into an agreement that would make it possible for the United States to bring them over here, and have them shot by thousands in case we got into trouble with Mexico or Japan. They understand that the people of the United States will not sanction an agreement that would make it possible to conscript young men from this country and send them to Europe, to fill thousands of graves, in order to keep the fourteen points everlastingly alive.

If a little man said to you, "I want to start in business for myself next door to Marshall Field's and give that concern a run for its money," you would say, "You have my blessing. I will even lend you money, but don't expect me to come and run the business for you, after you discover what sort of competition you have invited."

When William the Conqueror

WEATHER:

Fair tonight and tomorrow. Not much change in temperature. Temperature at 8 a. m., 64 degrees. Normal temperature for May 28 for the last thirty years, 68 degrees.

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WASHINGTON, WEDNESDAY EVENING, MAY 28, 1919.

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PRICE TWO CENTS.

Germany Refuses to Surrender Former Kaiser WASHINGTON'S OWN "LOST" BATTALION ARRIVES AT HOBOKEN UNANNOUNCED

NC-4 IS ALL TUNED UP FOR FINAL JUMP TO ENGLAND

PARIS, May 28.—President Wilson today sent by wireless to Lieutenant Commander Read his heartfelt congratulations and deep admiration.

"We are all heartily proud of you," the President said. He also wireless Secretary Daniels, extending congratulations to the navy.

LISBON, May 28.—The Americans who flew across the Atlantic were ready today for the hop of 775 miles from Lisbon to Plymouth, England. This jump will complete their historic air voyage, which started from Rockaway Beach, N. Y.

Lieut. Commander A. C. Read, first man successfully to navigate the air lanes all the way across the sea, was up and about early this morning looking over the prospects of getting away for England at once. Much depends on the condition of the weather and the motors.

Work On Plane.
Mechanics from the Rochester worked over the NC-4 practically all night, and it was believed she was fit for the flight to Plymouth. Reports from the cruiser before dawn said that Lieutenant Commander Read and the seaplane's crew might start today and test the plane's engines before taking off on the last leg.

The NC-4 swept over Lisbon shortly after 4 o'clock last evening, New York time, after a nearly perfect trip from Ponta Delgada, Azores. It settled gracefully on the river beside the American warship Rochester. The event, marking an epoch in the annals of aviation, was hailed by a bedlam of whistles and bells from the city and the ships in the stream.

Throngs of people were massed on housetops and in the streets to hail the American conquerors of the air as they appeared in the sky. Guns were fired to add to the din. Small boats darted out from the shore filled with excited Portuguese, and clustered around the NC-4 as it rested in the water after its 800-mile jaunt.

Flight Uneventful.
The flight from the Azores was smooth and uneventful, according to members of the crew.

Soon after their arrival, Read and his crew were met by a large number of officials.

They were taken to the Hotel de Ville, where they were met by the mayor of Paris. They were then taken to the Hotel de Ville, where they were met by the mayor of Paris.

Yankee Girl Who Promises to Beat Men in Non-Stop Ocean Flight



MISS RUTH LAW.

America's premier aviatrix, who plans to hop into a brand-new Curtiss biplane, equipped with two Curtiss-Kirkham motors of 400-horsepower each, next month, and show 'em how to fly across the Atlantic. She announced in Chicago today that she will take James Lamont, her mechanic, with her.

"I'm not a bit afraid. Take my word for it," she said. "I don't intend to commit suicide. There'll be plenty of boats out there. Hawker and Grieve were picked up, weren't they? But I'm not going to be picked up out of the sea. No, sir. I'm going to fly straight across and not get my feet wet."

AIR CROSS FOR REDS BEATEN HAWKER AND GRIEVE BACK AGAIN BY ALLIES

LONDON, May 28.—While a great cheering crowd stood outside Buckingham Palace, King George today decorated Harry G. Hawker and MacKenzie Grieve, his navigator, with the air force cross, thus inaugurating the new insignia, which is to be awarded only to airmen especially distinguishing themselves for bravery.

From the palace Hawker and Grieve rode through streets lined with cheering thousands en route to a luncheon given in their honor by the Daily Mail, which prompted the trans-Atlantic competition. Major May 19.

On the other hand, the war office said soviet troops had occupied practically the whole of the Donet river basin.

PORTUGUESE ENVOY
HERE IS RECALLED

LISBON, May 28.—The Government today called back to Portugal Viscount Delte, minister at Washington. He probably will be succeeded by Jaime Cortazero, the writer.

MANDATORY OVER FORMER COLONIES IS FOE DEMAND

By CARL D. GROAT.
BERLIN, May 28.—The German counter-proposals to the peace treaty as made public here refuse to surrender the Kaiser and demand immediate admission of Germany to the League of Nations, with a mandate over her former colonies.

The counter proposals agree to the limitations of the German army to 100,000 men, and offer to disarm the large German naval vessels, though insisting on retaining some commercial vessels.

They further assert that no changes in German territorial limits should be made without plebiscites in the territories affected. Such plebiscites are asked especially in upper Silesia, East Prussia, West Prussia, Hmel and Danzig.

Danzig As Free Port.
The Germans agree that Danzig shall be a free port with the River Vistula (on which Danzig is situated) internationalized.

It is asked that the entente withdraw from occupied territories within four months.

Willingness to reimburse especially France and Belgium for damages sustained during the war is expressed.

The counter-proposals state that Germany is willing to pay 20,000,000,000 marks (approximately \$5,000,000,000) in 1926, and an annual sum thereafter, but that the total they will pay must not exceed 100,000,000,000 marks (approximately \$25,000,000,000).

With regard to the Kaiser, and the others held responsible by the allies, the counter proposals suggest repatriation.

(Continued on Page 2, Column 2.)

UNION SOLDIERS TO GET POSTS BACK

Senator Harry S. New, chairman of the Republican patronage committee of the Senate, today announced that old Union veterans of the civil war who were demoted by the Democrats in 1913 in favor of Confederate veterans would be restored to the positions they formerly occupied.

A number of Union veterans who had been employed about the Capitol in positions paying from \$1,000 a year upward were demoted to places paying \$40 and \$720 a year by the Democratic patronage committee. Their places were assigned in practically all instances to former Confederate soldiers.

The Republican committee has set about to correct this, and has put all former Union soldiers back in the positions which they formerly occupied.

WIVES MAY VISIT OVERSEAS YANKS

Soldiers in the army of occupation who want their wives or other members of their immediate family to visit them must make application to General Pershing, the War Department announced today.

The husband, under the rules, must state he wants his wife to visit him. Applicants must be able to state they maintain their wives without assistance from the Government, and that in case Government transportation is not available on the return trip he is able to provide passage for his wife on a commercial liner.

DANIELS SAYS BIG NAVY IDEA IS ONLY HELD IN ABEYANCE

That his testimony yesterday had been "generally misconstrued," was asserted by Secretary of the Navy Daniels when he reappeared before the House Naval Affairs Committee today.

"I did not recommend the abandonment of the 'greater navy' program," he asserted. "I merely recommended that it be not incorporated in the present appropriation bill, and that it be held in abeyance until we are in a position better to know our needs."

Completion "as soon as possible" of the 1916 building program, which provides for six battle cruisers and four dreadnaughts not yet under way, has been recommended to him by the general board of the navy, Secretary Daniels also informed the committee.

Sixteen Dreadnaughts.
Sixteen dreadnaughts will be kept in commission by the United States navy during the fiscal year, Rear Admiral J. S. McKean, acting chief of operations, told the House Naval Affairs Committee. These ships will be equally divided between the Atlantic and Pacific fleets. Fifteen of the ships are now in commission and the Tennessee soon will be placed in commission. The battleships will have a full complement of 20,886 men.

"There is no such thing as a peace time complement," said Admiral McKean, explaining the necessity for having each ship fully manned.

General Board's Recommendations.
The recommendation of the general board, which is composed of the highest officers of the navy, reads:

"The general board recommends that the present authorized battleship program be concluded as expeditiously as possible on present lines of development, and that future designs of battleships should depend upon further developments in battleship construction."

"It is also recommended that the six battle cruisers now authorized be completed as expeditiously as possible, with additional protection particularly to turrets, conning towers, magazines and communications at the expense of a small reduction in speed."

The speed of the cruisers planned was originally thirty-five knots.

HOLLAND OFFERS LOAN TO FRANCE

Holland wants to loan France \$5,000,000 to help reconstruct devastated region.

The State Department was advised today that the Dutch council of state has submitted a bill asking extension of such a credit for five years.

HELP WANTED—MALE

MILK DRIVER, at once, good wages. Apply 1435 P st. N. 1-16

A competent driver was secured from this ad in The Times after the third insertion.

Phone The Times
Your Ads,
Main 5260.

BILL TO PROVIDE SALARIES FOR IRISH ENVOYS

When Ireland becomes a republic—if it ever does—Congressman Mason of Illinois would have money ready to send a minister and consul right across. Mason introduced a bill today appropriating \$14,000 for their salaries.

BOLSHEVISM BLAMED FOR YALE RIOT

NEW HAVEN, Conn., May 28.—Bolshevik influence is blamed by Mayor Fitzgerald in part for the revival, after a lapse of many years, of the town-and-gown rioting, which broke loose in this city last night, when a mob made up of a small proportion of soldiers and a much larger proportion of town boys, and numbering several thousand, mobbed a number of Yale students, causing serious injury to at least a dozen, attempted unsuccessfully to storm the Yale campus, broke hundreds of windows in the Yale buildings and damaged much private property. Two civilians who were shot were resting comfortably in the hospital today, neither wounded seriously.

The Yale Daily News today laid the blame at the door of the newspapers which had yesterday printed stories to the effect that trouble was brewing as a result of insults alleged to have been passed by Yale students upon men of the 102d Regiment, who paraded by the campus last Saturday.

The police today continued their probe of the shooting of Stephen Calamitz and Ernest Fusco, who were said to have been fired upon from a building on the campus.

(Continued on Page 2, Column 6.)

HIRED PILOT FOR MATRIMONIAL SEA

NEW YORK, May 28.—The fact that some wealthy women hire "matrimonial advisers" to steer their course along the marital shoals was revealed today by Philip Rosenberg, who says he held that job under Mrs. Margaret M. Carré Reid, former actress and wife of Daniel G. Reid, tin-plate magnate and railroad financier.

Rosenberg is suing Mrs. Reid for \$3,000. He says he not only gave her good advice, but often loaned her money, and that she still owes him \$60 for cigarettes he bought for her.

The former actress is being sued for divorce, her husband alleging infidelity with Capt. Sampson Teherneff, a Serbian army officer.

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ENSIGN KILLS SELF IN SHIPPING BOARD

NORFOLK, Va., May 28.—Government officials today are baffled over the death of Ensign James Carman Melver, who committed suicide yesterday afternoon in the offices of the Shipping Board by sending a bullet through his head. Melver enlisted from New York, but was a native of South Dakota. He was a graduate of the officers' school, and was commissioned ensign after completing his course, and was stationed at the naval supply base here where he has remained since.

His mother is Mrs. Frances Corfeen, Cornell apartments, San Diego, Cal.

No reason has been assigned for the suicide.

SPED WITH YANKS; JUDGE LETS HER GO

Judge Hardison said in Police Court today that as long as he was on the bench he would not punish Red Cross nurses for driving wounded heroes fast in an automobile.

Miss Dorothy Whitely, a Red Cross worker, was arrested charged with speeding yesterday afternoon by Officer Libbey, while driving six war veterans from Walter Reed Hospital, each of whom had an arm or leg off. While finding her technically guilty of violation of the traffic rules, Judge Hardison said that he could not, with a clear conscience, punish her, so he put her on probation.

Miss Whitely drives the Walter Reed boys on three or four trips through Potomac Park every day in the week.

NEW MIX UP IN ORDERS; NO ONE THERE TO GREET 312TH

CAMP DIX, N. J., May 28.—The 312th Machine Gun Battalion arrived here on trains at 2:10 p. m. The men will be discharged from this camp.

HOBOKEN, N. J., May 28.—The 312th machine-gun battalion—Washington's Own—arrived at this port last night on the transport Edward Luckenbach and docked at 7:45 o'clock this morning.

The 312th immediately took trains to Camp Dix, Wrightstown, N. J. The number of Washington soldiers who arrived at this port, as members of the 312th, could not be ascertained up until a late hour this afternoon.

Second Mix-up.
A second mix-up in orders of the War Department at Washington is the reason given of the unexpected arrival of this unit. An announcement from the War Department some time ago stated the 314th Machine Gun Battalion would arrive on the Luckenbach. It was not until the 312th reached this port that the error in the number of the unit was discovered.

Only a small crowd was on hand at the port and there were no Washingtonians to greet the District soldiers.

OFFICIALS DENY ARRIVAL AFTER MEN HAVE LANDED

It was not until noon today the War Department officially announced the 312th had arrived at Hoboken on the Luckenbach.

Early this morning Washington relatives and friends of members of the 312th received telegrams from the soldiers of the 312th they had arrived at New York. On calling the War Department at 9 o'clock this morning the only information given out was "no word had been received about the unit."

So many calls came into the War Department that officials there decided to telephone the Port of Embarkation at Hoboken. The telephone call brought word the "312th did not arrive."

At 11:30 today The Times received a dispatch from Hoboken telling of the arrival of the unit.

BRIG. GEN. ROSENBAUM ARRIVES AT NEW YORK

NEW YORK, May 28.—Brig. Gen. Otto B. Rosenbaum, of Washington, D. C., arrived here today aboard the transport Santa Paula.

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